

**ASSEMBLY BILL**

**No. 1889**

---

**Introduced by Assembly Member Mullin**

February 11, 2016

---

An act relating to transportation.

LEGISLATIVE COUNSEL’S DIGEST

AB 1889, as introduced, Mullin. Transportation funding: CalTrain.

Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates CalTrain as the commuter rail service along the San Francisco Peninsula commute corridor.

This bill would declare the intent of the Legislature to enact legislation to provide the Peninsula Corridor Joint Powers Board with the necessary tools to explore options that will help CalTrain obtain a dedicated source of funding.

Vote: majority. Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) CalTrain is the only transit system in the San Francisco Bay
- 4 area without a permanent, dedicated source of funding. Other
- 5 agencies rely on money from sales taxes, property taxes, state
- 6 funding, and other sources.
- 7 (b) As a result of not having a dedicated source of funding,
- 8 CalTrain has been wrestling with a continuing fiscal crisis – a
- 9 budget that starts out short of funds every year.

1 (c) For the last several years, \_\_\_\_ percent of CalTrain's annual  
2 operating budget has been covered by passenger fares, parking  
3 fees, and other revenues. Annual contributions from the three  
4 partners in the CalTrain system have been in the range of 40  
5 percent.

6 (d) With a dedicated source of funding, CalTrain could more  
7 readily meet the demands of more than 60,000 daily riders that  
8 depend on CalTrain to get from their homes to some of the nation's  
9 most high-profile companies in San Francisco and Silicon Valley.

10 (e) The ability of the region's infrastructure to keep pace with  
11 job and population growth continues to be one of the biggest  
12 barriers to sustained economic growth and competitiveness in the  
13 San Francisco Bay area. By providing a reliable daily commute  
14 alternative for residents and employees avoiding the congested  
15 Interstate 280 and 101 corridors, CalTrain has become one of the  
16 San Francisco Bay area's fastest growing transit systems.

17 (f) Dedicated funding will support CalTrain's ability to remain  
18 the transit backbone of the San Francisco Peninsula commute  
19 corridor and better serve the needs of the region.

20 (g) CalTrain is managed by a Peninsula Corridor Joint Powers  
21 Board (JPB) that consists of a partnership between the San Mateo  
22 County Transit District (SamTrans), the Santa Clara Valley  
23 Transportation Authority (VTA), and the City and County of San  
24 Francisco through the San Francisco Municipal Transportation  
25 Agency (SFMTA).

26 SEC. 2. It is the intent of the Legislature to enact legislation  
27 to provide the Peninsula Corridor Joint Powers Board with the  
28 necessary tools to explore options obtain a dedicated source of  
29 funding.